[002]	This application claims priority from German Application Serial	\$ •
	No. 103 14 337.8 filed March 28, 2003.	\$ =
[003]	FIELD OF THE INVENTION	0 =
[004]	The invention relates to a method for the operation of a drive train,	0 =
	according to the type defined in more detail in the preamble of claim 1.	4 =
[005]	BACKGROUND OF THE INVENTION	4 =
[009]	This objective is achieved by a method for the operation of the drive train,	4 •
[000]	which also embodies the characterizing features of the principal claim.	4 •
	which died embedied the characterizing reatured or the principal diam.	
[010]	SUMMARY OF THE INVENTION	0 =
[0.0]	GOMMANT OF THE MAYERANGE	40
		-Oe
[017]	BRIEF DESCRIPTION OF THE DRAWINGS	0 =
		∜ •
[018]	Other characteristics emerge from the description of the figures, which	
	show: The invention will now be described, by way of example, with reference	0-
50.403	to the accompanying drawings in which:	4-
[019]	Fig. 1 <u>schematically</u> shows a schematically, the structure of part of the	0 =
	drive train <u>structure;</u>	4 •
[024]	DETAILED DESCRIPTION OF THE INVENTION	0 •
[025]	Fig. 1:	
	A drive engine (not shown) drives a converter housing 1. The drive	
	engine is connected to an auxiliary drive (not shown), preferably a hydraulic	
	pump. When actuated, a clutch 2 connects a pump impeller 3 of the	~ =

hydrodynamic torque converter. When rotating, the pump impeller 3 drives a turbine rotor 4 which is connected by a connection (not shown) to a changeunder-load transmission 5, which it drives. The change-under-load transmission 5 drives drive-wheels 6. An electronic control unit 7 determines the condition of the drive train by virtue of a pressure sensor 8 and/or a speed sensor 9 and/or a speed sensor 10 and/or a speed sensor 11 and by virtue of a sensor on a driving pedal 12 and a sensor on the control lever 13 of the working hydraulic system and/or a speed sensor 14 on the transmission and/or a speed sensor 15 on the drive shaft between the transmission 5 and the drive wheel 6. In particular, when the clutch 2 is slipping, the pressure in the converter housing 1 and the torque of the turbine rotor 4 are important. By knowing the speed of the pump impeller 3 and knowing a rotation speed of the turbine rotor 4 or that of components connected after it in the drive train, as well as other operating parameters of the converter, the torque of the turbine rotor 4 and the pressure inside the converter housing 1 can be determined by computation. When the driver specifies a speed by means of the driving pedal 12 and, at the same time, actuates the control lever 13, the drive engine is adjusted in such a manner that the auxiliary drive produces enough power for the working hydraulic system while, at the same time, the clutch 2 is actuated in such a manner that the vehicle moves at the desired, specified speed. To control the clutch 2, the electronic control unit 7 emits a signal to a proportional valve 16, which already takes account of the internal pressure in the converter housing 1, such that the proportional valve 16 applies pressure to the actuation device of the clutch 2.